

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Previously Presented) A valve drive system for an internal combustion engine, comprising:

a plurality of valves;

springs urging each of the valves towards a middle position between a fully open position and a fully closed position;

magnets each supplied with current to generate electromagnetic force to retain each of the valves at the fully open or closed position against the urging force of each spring;

a controller that is adapted to stop application of current to at least one magnet for a first valve or a first valve group among the valves at a first timing and stop application of current to at least one magnet for a second valve or a second valve group among the valves at a second timing that is different from the first timing when the internal combustion engine is to be stopped; and

a valve displacement detector that detects an amount that the valve is displaced due to its free oscillation, wherein the controller is further adapted to determine based on the valve displacement amount detected by the valve displacement detector that the free oscillation of the first valve or the first valve group has decayed to a specific level.

2. (Original) A valve drive system according to claim 1, wherein the valves are intake valves and exhaust valves of the internal combustion engine.

3. (Original) A valve drive system according to claim 1, wherein the second timing is when free oscillation of the first valve or the first valve group has decayed to a specific level.

4. (Canceled)

5. (Currently Amended) A valve drive system for an internal combustion engine, comprising:

~~a valve;~~ at least one valve;

springs urging the at least one valve towards a middle position between a fully open position and a fully closed position;

~~a magnet~~ at least one magnet supplied with current to generate electromagnetic force to retain the at least one valve at the fully open or closed position against the urging force of each spring, and

a controller that is adapted to apply current to the at least one magnet, when application of the current to the at least one magnet is to be stopped to stop the internal combustion engine, in such a way that the at least one magnet generates electromagnetic force to bring the at least one valve to the middle position or a position closer thereto before stopping the current to the at least one magnet.

6. (Original) A valve drive system according to claim 5, wherein the valve is an intake valve or an exhaust valve of the internal combustion engine.

7. (Original) A valve drive system according to claim 5, further comprising a valve lift detector for detecting an amount that the valve is lifted, wherein the controller is further adapted to perform a feedback control such that the detected valve lift amount converges on a prescribed target amount that changes in time.

8. (Original) A valve drive system according to claim 5, wherein the controller is further adapted to stop application of current to the magnet at a predetermined timing when the valve has been brought from the fully open or closed position to a prescribed position close to the middle position.

9. (Original) A valve drive system according to claim 8, wherein the valve is provided in plurality, and the predetermined timing is set for each one of the valves or each one of valve groups formed among the valves.

10. (Previously Presented) A method for driving a plurality of valves mounted in an internal combustion engine including springs urging each valve towards a middle position between a fully open position and a fully closed position and magnets each supplied with current to generate electromagnetic force to retain each valve at the fully open or closed position against the urging force of each spring, the method comprising:

stopping application of current to at least one magnet for a first valve or a first valve group among the valves at a first timing;

stopping application of current to at least one magnet for a second valve or a second valve group among the valves at a second timing that is different from the first timing when the internal combustion engine is to be stopped;

detecting an amount that the valve is displaced due to its free oscillation; and

determining based on the detected valve displacement amount that the free oscillation of the first valve or the first valve group has decayed to a specific level.

11. (Original) A method according to claim 10, wherein the valves include an intake valve or exhaust valve of the internal combustion engine.

12. (Original) A method according to claim 10, wherein the second timing is when free oscillation of the first valve or the first valve group has decayed to a specific level.

13. (Canceled)

14. (Currently Amended) A method for driving ~~a valve~~ at least one valve mounted in an internal combustion engine including springs urging the at least one valve towards a middle position between a fully open position and a fully closed position and ~~a magnet~~ at least

one magnet supplied with current to generate electromagnetic force to retain the at least one valve at the fully open or closed position against the urging force of each spring, the method comprising:

applying current to the at least one magnet, when application of the current to the at least one magnet is to be stopped to stop the internal combustion engine, in such a way that the at least one magnet generates electromagnetic force to bring the at least one valve to the middle position or a position closer thereto before stopping the current to the at least one magnet.

15. (Original) A method according to claim 14, wherein the valve is an intake valve or an exhaust valve of the internal combustion engine.

16. (Previously Presented) A method according to claim 14, further comprising:
detecting an amount that the valve is lifted; and
performing a feedback control such that the detected valve lift amount converges on a prescribed target amount that changes in time.

17. (Original) A method according to claim 14, wherein application of current to the magnet is stopped at a predetermined timing when the valve has been brought from the fully open or closed position to a prescribed position close to the middle position.

18. (Original) A method according to claim 17, wherein
the valve is provided in plurality, and
the predetermined timing is set for each one of the valves or each one of valve groups formed among the valves.

19. (Currently Amended) ~~A valve~~The valve drive system for an internal combustion engine, ~~comprising:~~engine according to claim 5, wherein
the at least one valve being a plurality of valves; and

~~_____ springs urging each of the valves towards a middle position between a fully open position and a fully closed position;~~

~~_____ magnets each supplied with current to generate electromagnetic force to retain each of the valves at the fully open or closed position against the urging force of each spring, and~~

a controller that the controller is adapted to stop application of current to at least one magnet for a first valve or a first valve group that is associated with a first cylinder at a first timing and stop application of current to at least one magnet for a second valve or a second valve group that is associated with a second cylinder at a second timing that is a predetermined time later from the first timing when the internal combustion engine is to be stopped.

20. (Currently Amended) ~~A method~~ The method for driving a plurality of valves at least one valve ~~mounted in an internal combustion engine including springs urging each valve towards a middle position between a fully open position and a fully closed position and magnets each supplied with current to generate electromagnetic force to retain each valve at the fully open or closed position against the urging force of each spring, the method comprising:~~ according to claim 14, the at least one valve being a plurality of valves further comprising:

stopping application of current to at least one magnet for a first valve or a first valve group among the plurality of valves at a first timing; and

stopping application of current to at least one magnet for a second valve or a second valve group among the plurality of valves at a second timing that is a predetermined time later from the first timing when the internal combustion engine is to be stopped, the predetermined time being the time needed for a free oscillation of the first valve to decay to a specific level.

21. (Currently Amended) ~~A valve~~The valve drive system for an internal combustion engine, ~~comprising engine according to claim 5, wherein~~
the at least one valve being a plurality of valves; and
~~_____ springs urging each of the valves towards a middle position between a fully open position and a fully closed position;~~
~~_____ magnets each supplied with current to generate electromagnetic force to retain each of the valves at the fully open or closed position against the urging force of each spring, and~~
~~a controller that~~the controller is adapted to stop application of current to at least one magnet for a first valve or a first valve group at a first timing and stop application of current to at least one magnet for a second valve or a second valve group at a second timing that is a predetermined time later from the first timing when the internal combustion engine is to be stopped, the predetermined time being the time needed for a free oscillation of the first valve to decay to a specific level.

22. (Currently Amended) ~~A method~~The method for driving ~~a plurality of valves mounted in an internal combustion engine including springs urging each valve towards a middle position between a fully open position and a fully closed position and magnets each supplied with current to generate electromagnetic force to retain each valve at the fully open or closed position against the urging force of each spring, at least one valve according to claim 14, the at least one valve being a plurality of valves,~~ the method further comprising:

stopping application of current to at least one magnet for a first valve or a first valve group among the plurality of valves that is associated with a first cylinder at a first timing; and

stopping application of current to at least one magnet for a second valve or a second valve group among the plurality of valves that is associated with a second cylinder at a

second timing that is a predetermined time later from the first timing when the internal combustion engine is to be stopped.